Dec. Bel. Isle & Windsor Ferry Co. 08

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain H. D. Root, a prominent shipbuilder of Lorain, was in the city last Friday.

Mr. J. H. Brown, of the firm of Brown & Co., Buffalo, N. Y., was in the city last Saturday on business.

The tug C. F. Curtis, recently purchased at Buffalo by Cleveland parties, arrived here yesterday for duty.

The new steamship Scranton is being rapidly finished; she will be ready for business in about two weeks.

The new planer recently made for the Cleveland Ship Building Co., has been set up and is working very satisfactorily.

Captain James Wescott, of the firm of J. W. Wescott & Co., Detroit, was in town Friday, looking after the interests of their boat the Don M. Dickenson.

Captain David Vance, of Milwaukee, managing owner of the fine steamer R. P. Flower, was in the city this week looking after the interests of that steamer.

Messrs. H. H. Brown and H. J. Webb, who have been enjoying a trip to Lake Superior and the environs of Duluth, have returned to the city both, looking as happy as a big sun flower.

The elegant steam yacht Mystic, owned by Hon. W. L. Scott, of Erie, Captain Pat McMann, in command, run in here Sunday a. m. She took on board some friends of Mr. Scott, and proceeded on her way up to Detroit. She is a splendid looking boat and her appearance speaks well for her master.

The steambarge H. B. Tuttle has been arrested, bonded and released in the U. S. district court. The owners of the craft are accused of employing an engineer who was not licensed by the inspector of the district. The man's name is George Marquart jr. The alleged offense is punishable by a fine of $100.

The Cleveland Dry dock are still working on the Alva Bradley. They are using all possible haste to get her ready for sea again. It is estimated that the cost of her repairs will be between $8,000 and $10,000. Captain Wysoon has received the appointment as master, and is working himself down to fighting weight.

During the past week the Cleveland Ship Building Co., have shifted the cranks and valve motion on the steamer Flower. The work was done to remedy the pounding and shaking, which was caused by having the cranks at right angles; they also calked her spar deck, and gave her a general overhauling.

The tug Thomas Munson, Captain August Cook, is doing a rushing business carrying passengers to Rocky River and return. The Munson Bros. charter the boat to parties desiring to make moon light trips on the lakes at reasonable rates. The Munson has a license for sixty-seven passengers and is provided with metallic life boat and life preservers in sufficient quantities as required by law.

Ore freights, Marquette to Lake Erie ports, advanced another five cents yesterday. The rate is now five cents higher than that from Ashland to the same ports. The advance in rates during this, the dull month of the season, causes much comment among vessel owners and shows a healthy condition of the iron market, notwithstanding the ghosts about the hard times sent out by the political tricksters of both parties.

Last week while the fish tug Helena was out taking fish one of the men fell overboard and having his heavy oil clothing on he was in danger of drowning as the sea was running high, when John Bolton, who witnessed the accident, threw off his clothing and catching up a fish box jumped over and swam with the box until the struggling man was enabled to grasp it. They were both taken aboard the tug which had rounded to.

The new steamer North Wind is being hurried along as fast as possible, the work is delayed some, on account of one of his boilers, which is still in the shop. She is expected to be ready to go into her trade by the 25th of this month or the 1st of next. The Globe Co. have the next boat well along. Her amidship frames are all up, and they are getting the keel laid for the fourth boat, which is to be built in the berth from whence the North Wind was launched.

Captain Bill Kendricks, one of the pioneers of Florida, and a neighbor and playfellow of Oscola, the Seminole, is in the city this week, the guest of Captain Thomas Wilson. Captain Kendricks is tied up in the flowery land of the Seminole and will, during his stay in the city deliver a lecture on the square on "Florida and its resources." It is the purpose of the captain to show in his talk to the people of Cleveland that nature has done more for the state of Florida than for any country that the sun has ever shown upon.

Captain D. P. Dobbins superintendent of 9th life saving district is here inspecting the station. He is well pleased with the work that has been done, under the supervision of Mr. Miller, and only regrets having been obliged to do the work during the summer season, which has materially interfered with the regular drills and practice, and also discommoded the crew. Captain Dobbins leaves Thursday morning for Marblehead station. The work on the station is practically finished and Mr. Miller will probably leave for his home in New York, Saturday, August 18th. During his stay at this port Mr. Miller has made many warm friends, who will regret his absence, and who also will be very glad to see him should circumstances bring him this way again.

There was shipped from the mines of the Lake Superior region by water during the last week in July a total of 167,312 gross tons of iron ore, of which amount 25,823 tons went from Marquette, 77,399 tons from Escanaba, 4,191 tons from St. Ignace, 42, 721 tons from Ashland, Wis., and 17,179 tons from Two Harbors, Minn. The shipments for the week are 25,215 tons short of the quantity sent away during the corresponding week in 1887, this bringing the falling off for the season, in comparison with last season, up to 245,055 tons and indicating a slight diminution of activity on the part of the shipping mines on account of a want of tonnage. By ranges the shipments are as follows: Marquett range, 724,867 tons; Gogebic range, 534,982 tons; Menominee range, 414,865 tons; Vermillion range, 141,650 tons.

The propeller Corsica, one of the Mutual transportation company's big steel steamers, has just completed a trip to Lake Superior which breaks all previous records, notwithstanding a great deal of delay. Although Captain Cummings was not instructed to push his boat she made the trip from Ashtabula to Ashland and return, going up light, in 5 days 23 hours and 56 minutes. The Corsica can undoubtedly better this time very much, as she lost fully eighteen hours on the trip. On the way up the brasses on the low pressure journal broke and she was compelled to put into Sarnia, where she remained five hours making repairs. On account of the accident she was compelled to run for three hours under check on Lake Huron. She was also stopped for two hours in a fog on Lake Superior and checked down for eight hours. The big iron ore carrier passed the passenger boats flying light as though they were at a standstill.

The steamer Dove arrived at this port on Sunday with a load of excursionists apparently from Detroit as she took out a clearance from that port. After arriving here it was learned that her passengers were from Windsor and Deputy Collector Owen Kane promptly fined the master two dollors per head for all the passengers he had on board. This was done under a ruling of the department at Washington, D. C., on June 19, 1886, Section 8. The case was that of the steamer California which cleared from an American port but really took on passengers from a foreign port for another American port as in this case. The fine is understood to have been remitted but the decision of the department in that respect was restricted to that one case. The opinion of attorney general in that case was as follows: "That a foreign vessel making a continuous voyage between ports and places in the United States, though the voyage or trip may be temporarily broken by a clearance to a foreign port, and arrival at such port becomes liable to a fine of $2 for every passenger transported on such broken or continuous voyage from one port or place in the United States to another."

CHICAGO.

Special to the Marine Record.

The steambarge Monitor was sold to C. Mears by the Chicago sand and gravel company; consideration $3,000.

At Miller Brothers' shipyard the tugs Alert and Belle Chase were in dock getting their shafts straightened; the tug A. B. Ward for repairs to her stem; the schooners Mars and York State to have leaks stopped.

The steambarge Maggie Marshall of Manistee, Captain A. A. Anderson, arrived last week on her first trip to this port this season. She has received a new high pressure engine 26 by 30, built by the Manistee Iron works company, and steel boiler 8½ by 16, allowed 100 pounds pressure, by Andrew Jack & Son, Manistee. This is a great improvement to the Maggie Marshall and will make her rank with the best timers on Lake Michigan.

Wells street bridge made its first swing across the river Monday evening about 6 p. m., two heavy loaded teams and a large number of passengers on foot crossed over. The swinging was done by about twenty men. It will be opened for traffic soon.

Captain David Beggs, sr., of the schooner American, was stricken down with such severe sickness last week, that he was forced to send her out in charge of another captain. His son, Captain Tom Beggs, took her to Milwaukee to load grain, and left her in charge of Captain Simon Murray to take her to Buffalo, and came back to Chicago to look after his father, and sent Captain John Howard on board the schooner John Raber which he was commanding. Captain David Beggs, jr., of the schooner Comanche, also put Captain George Alquon, of Oswego, in command of his schooner, both sons wishing to be with their father during his sickness. We are pleased to state that Captain Beggs' health has improved a little this week, but his recovery is considered doubtful.

Captain H. W. Blend, of the steel steamship Roanoke, which arrived here Sunday evening, reports that the Roanoke was in collision with the schooner Delos DeWolf in the Sturgeon Bay canal. He says I was bound out and when about a quarter of a mile from the entrance of the canal I saw the schooner coming in tow of the, tug Nelson, I exchanged the usual signals to pass to the right. The Roanoke was going at the rate of about two miles an hour and was dragging on the bottom and steering badly, when the schooner was about 800 feet away the Roanoke took a sheer to the northward and I reversed her engines and backed her strong, being about 30 feet away from the dock when the tug, going at the rate of about 10 miles per hour with the schooner under full sail tried to pass her; the tug got through but the schooner collided with the Roanoke striking her on the starboard bow and doing damages to the extent of about $2,000. The rules of the canal are that vessels shall not go at more than two miles per hour and that sail vessels shall not carry sails. The Roanoke is insured in Chicago general agencies and is owned by J. H. Pauley, of Milwaukee. The Delos DeWolf is owned by the T. W. Harvey lumber company Chicago. The Roanoke will go into dock for a survey and repairs and the tug and schooner will be libeled on the ground of excessive speed going through the canal in violation of government rules.

Polk street bridge was removed on Sunday, on scows by O. B. Green contractor. The centre pier will be raised three feet, when the bridge will be replaced.

After an illness of four weeks' duration, 'Squire John L. Marsh, deputy customs collector, in charge of the Port of Calumet, died Saturday morning, aged 72 years. Mr. Marsh had been deputy of the port at South Chicago for ten years, and at the time of his death was a justice of the peace and treasurer of the school fund. The collector of the port of Chicago has the appointment of a successor.

WILLIAMS.

BAY CITY.

The 'longshoremen at work upon the steambarge J. P. Donaldson, barges Brightie, Donaldson, and J. C. King, loading lumber for Tonawanda, quit work suddenly Monday morning when the boats were partially loaded and refused to complete their labor on the grounds that the tow had been chartered at a figure below the ruling, rate, $1.50, instead of $1.75. When the season opened the vessel owners and the 'longshoremen's unions of the cities on the Saginaw river made an agreement to the effect that when freights were $1.50 their pay should be forty cents per hour; forty five cents when they were $1.75, and fifty cents when they were $2 or more. This agreement was signed by representatives of both sides. It was intended to prevent strikes and disturbances which have frequently taken place previous to that time. When the fact reached the ears of the 'long shoremen they refused to put on another board. They are naturally interested in keeping the freight as high as possible, and inasmuch as other boats are getting $1.75 they refuse to countenance the break. The consequence is, the Donaldson and tow will go out of the river without full cargoes. The captains of the barges Donaldson and King state they knew nothing of the price in freights being cut, understanding they were to get $1.75 or better. The vessel owners and 'longshoremen appear determined to maintain freights at $1 75, and they can easily do it.

MINORVILLE.

While the schooner Delos DeWolf was being towed through the canal last Friday afternoon she collided with the lumber-laden propeller Roanoke, bound to Chicago. Both vessels sustained serions damages. The Roanoke had her entire stem above the wale strake entirely demolished, while her forward housings were completely carried away and crushed to pieces. Her iron hull was badly stove in on the port side, and a hole about six inches in diameter, eighteen inches above the water mark, was punched in on her port bow. The propeller is leaking but little, and temporary repairs are now being made She will probably resume her journey after the necessary repairs are completed. The schooner DeWolf suffered the loss of most of her headgear, including her stem, which was badly smashed. Temporary repairs were made and she proceeded to Menominee to load. The Roanoke will have to be placed in dry-dock as soon as her cargo is discharged. The damages resulting from the collision is between $500 and $1,000.

While assisting in replacing the railing on the pilot house of the steamer Roanoke, Spencer Briggs, assistant engineer on the boat, fell off the top of the pilot-house to the dock, a distance of sixteen feet, killing him instantly. After striking the dock he fell into the canal. His body was recovered by the life saving crew, who tried all possible remedies to revive the unfortunate man, but all to no avail. The remains have been forwarded to Milwaukee, where the deceased lived.

DULUTH.

The tug Paige, belonging to Captain Colburne of Duluth, has towed a raft of logs belonging to the Superior Lumber company from Siskiwit bay to their mill in Ashland, containing 2,500,000 feet of logs. It requires about 50 hours to make the trip. It is the largest raft of logs that was ever towed between Lake Superior ports, considerably exceeding in size rafts that the Paige and Spencer used to bring to this city, and which were thought tremendous.

The 101 is in Ashland loading ore at the Wisconsin Central docks for Cleveland. Captain Holdridge, her commander, says that he is much pleased with her capabilities. She is a good sea vessel, he says, tows and steers as easily as any ordinary craft, and is not in the least affected by wave or storms, however severe they may be. He was out last week in a forty mile wind on Lake Huron, and the vessel was not at all affected by it. She is having a success which is contrary to experience of cigar shaped vessels which have been previously constructed.

James Corrigan, of Cleveland, owner of some of the finest vessel property on the lakes, Captain Jas. Ash, of Buffalo; Captain Jas. Stone and wife, of the steamer M. B. Grover, and Geo. S. Wardwell, of Buffalo, all owners and interested in shipping, were in Duluth last Friday.

TORONTO.

Schooner Sligo, Captain Kerwin, arrived Friday from Oswego with 572 tons of coal for Rogers. Schooner Wawanosh, Captain Reed, from the same place, also arrived with abont 600 tons for Rogers. They are in tow of tug Storm King. The tug Frank Jackman took the Sligo just outside the island to tow her in. Both are large three-masters, the Sligo drawing with her cargo 11 feet 6 inches, and the Wawanosh 12 feet 3 inches. There was some rivalry between the two tugs to see which would get into the wharf first. The Jackman, with the Sligo, was ahead, and was just turning into the channel at Rogers' when the bowsprit of the Wawanosh fouled her rigging. The two vessels cleared immediately with no damage to either. A good deal of difficulty was experienced in getting the Sligo into dock, as she drew so much water. She touched ground just outside the dock, and remained fast for a few minutes. The Jackman is not a very large tug, but it has great power, and it had to use all it possessed to get the Sligo into the dock. It took about twenty minutes' hard driving to put the schooner into the dock. The Wawanosh also touched ground outside the wharf. Both schooners are the tow of the tug Storm King, a fine, large tug, which brought them up from Oswego. The Storm King was formerly owned in Chatham, New Brunswick and was brought up through the canals to ply on the lakes.—Empire.

KINGSTON.

This week the steam yacht Pastime, of Alexandria Bay, owned by Mr. H. Clarke, of Jersey City, arrived in the harbor. The yacht is a new one, and was built during the winter by Captain Bertrand at Alexandria Bay. It is sixty-five feet long, has a compound engine, and the cabin is made of pine and butternut. Tomorrow Mr. Clark and a party will arrive from the Bay and go down the Rideau on a fishing trip.

The investigation going on at Brockville before Mr. Risely, chairman of the board of steamboat inspectors, regarding the action of Mr. Dick, government inspector, in condeming the steamer Chaffey, was closed Saturday afternoon. The evidence taken covers upwards of a hundred pages of foolscap. It will be submitted to the department at Ottawa.

It is rumored, says the Montreal Herald, that a company with a capital stock of $4,000,000 is being organized by Messrs. Duncan McIntyre, R. B. Angus, John Cassils and others of the Canadian Pacific railway company, to build four large and commodious steamers to run between Montreal and Kingston. The new company, it is said, will prove an immense opposition to the Upper Canada boats in regard to both passengers and freight rates.

The Condor was successfully launched at Montreal Saturday afternoon, in the presence of a large number of spectators. The barge is 151 feet long, 34 feet wide, 21 feet deep, these being large proportions. The draft of water forward is 3 feet 1, and aft 3 feet 5, the registered tonnage being 567. This is the 188th vessel Mr. Cantin has built, and he seemed quite pleased as it glided gracefully from the supports into the water. The christening was performed by Miss Esdaile, by the breaking of a bottle of wine on the prow. The boat is for the forwarding trade, and the launching was officially supervised by Mr. Wm. Stewart, manager of the K. & M. F. company.

Her Majesty's ship Canada is to pay a visit to Montreal during the latter part of the present month. It is two years since this warship paid us a visit, when it had on board two of the Prince of Wales' sons,

MARITIME LAW.

COLLISION—TWO TOWS—UNNECESSARY AND DANGEROUS MANOEUVRE RISK—FHILURE TO STOP AND BACK.

U. S. District Court, Southern District of New York.

The tug R. W. Burke, with libellant's bark lashed upon her starboard side, was on her way from Buttermilk Channel to Pier 6, East River. The tug Sammy, towing a railroad float, came around the Battery, bound up the East River. The Sammy, when off Hamilton Ferry, seeing the Burke crossing the river and about 400 yards distant, whistled twice to her, indicating that she would pass ahead of the Burke. Getting no answer, she starboarded and repeated her signal, which was then assented to, kept on a little further and stopped and backed, and the bark and the carfloat came in collision. Held, that the Sammy was in fault in that, attempting to pass ahead of the Burke when by rule it was her duty to avoid the latter, she took the risk of the hazardous and unnecessary manoeuvre. Held, also, that the Burke was in fault, for her failure to sooner observe that the Sammy was not going clear, and for not thereupon backing in time to avoid the collision; having agreed to that mode of passing, she was bound, knowing the intentions of the Sammy, to stop and back as soon as the course agreed on made stopping and backing necessary to avoid collision. The damages were therefore divided.

BROWN, J.

At about 2 o'clock in the afternoon of Feb. 8th, 1888, the libellant's bark Mary McMasters, lashed upon the starboard side of the tug R. W. Burke, while proceeding from Buttermilk Channel to Pier 6, East River, came in collision with a railroad float alongside the steamtug Sammy, and received damages for which this libel was filed. The collision was probably not more than 300 feet off the end of Pier 6. The tide was slack, running a little flood along the shore. The bark struck the float nearly amidships, and about at right angles. Each was previously going at the rate of about three or four knots. The Sammy and her tow had come from the Erie railroad dock at Jersey City, bound up the East River; they rounded the Battery some 300 or 400 yards off, and when off Hamilton Ferry, and some 300 yards distant from it, seeing the Burke moving up and crossing the river towards Pier 6, and about 400 yards distant, gave her a signal of two whistles, indicating that she was to pass ahead of the Burke between her and the New York shore. Getting no answer, the Sammy, about half a minute afterwards, when between Piers 2 and 3, and from 700 to 900 feet distant from the bark, repeated her signal of two blasts. She starboarded her wheel so as to approach somewhat nearer to the shore, and continued on until the float, which was some 225 feet long, reached the line of the Burke's course, and was within 50 or 100 feet of her, when her engines were reversed, because, as her witnesses allege, the collision was then unavoidable, and reversing was necessary to make the blow as light as possible. She charges that the collision was the sole fault of the tug Burke in that she did not stop and back in time, as she should have done after the assenting whistles, by which it was agreed that the Sammy and her float should pass asross the bow of the Burke. The witnesses for the Burke contend that as soon as the answering signal of two whistles was given, the Burke did stop and reverse her engines full speed and put her wheel hard astarboard. If that was done, that was doubtless all that was incumbent upon her, and all that she could do to avoid the collision.

I find it impossible to accept as accurate the testimony of the Burk's witnesses that she reversed at once on answering the Sammy's signal. The Burk was light; the engineer testified that they could stop their motion in the water within 125 feet. Without accepting this statement as perfectly accurate, I cannot doubt upon the testimony that she could be stopped still in the water within a space of 500 feet, crossing the river at no greater speed than three or four knots; and their distance apart when the signals were exchanged, I cannot find upon the testimony to be nearly so small as 500 feet. This circumstance, however, is not alone sufficient to charge the Burke with fault. She was on the starboard hand of the Sammy, and the latter was therefore bound to keep out of her way. By the ordinary rule the Sammy should have gone to the right and astern of the Burke, with a signal of one whistle. If for good reasons the Sammy chose to take the legal duty of keeping out of the way by going ahead of the Burke, instead of astern of her, her statutory duty to keep out of the way of the Burke still remained unchanged; and the Burke, in assenting to the Sammy's design to go ahead of her, did not guarrantee its success; nor was she bound, in consequence of that assent to stop and back at once, unless risk of collision was apparent; and if passing in that mannor would involve risk of collision at the moment signals were exchanged, both would be in fault for giving and assenting to signals for that mode of passing when there was no good reason for adopting that irregular mode and when, as in this case, the situation admitted of the Sammy's going astern of the Burke by simply slowing for a few seconds until the Burke had passed ahead. The evidence does not show any sufficient reason for the Sammy's departing from the ordinary course of going to the right and astern of the Burke by slowing, which she might have done without porting her wheel, if the Sammy and her tow had any difficulty in keeping away from the Burke, or that she whould not have followed the Sammy's porting, so far as necessary, had the Sammy parted. It was perfectly safe, easy and simple, however, to stop for few seconds; while going ahead and to the left was exceptional and obviously more or less dangerous. The latter course was therefore at the risk of the Sammy and she must be held in fault for departing, without necessity, from the ordinary rule and for attempting a hazaradous manoeuvre which she could not perform without imposing on the Burke duties that she had no right to impose. The Greenpoint, 31 Fed. Rep. 231. The Susquehanna, 34 do.

The Burke I must also hold in fault, first, for not keeping a proper lookout, and for not giving proper attention to the Sammy until within 800 yards of her. She was in sight long before. Had she been noticed in time her first signal could not have been unperceived. The course of the Burke across the river, and athwart the courses of vessels doing up and down, made it especially obligatory upon her to observe them and to give them timely signals. Considering the numerous vessels passing about the battery, although there may be practical difficulties in a literal observance of the inspector's rules which require an exchange of signals when vessels approach within half a mile of each other, the neglect of the Burke to observe the Sammy's signal until she was so near as in this case was inexcusable. Had the Sammy's movements been sooner noticed, there would have been time probably for better judgment as to her rate of speed, and the probability of her passing ahead of the Burke afely; so that her captain would have been prepared to refuse assent to her signal of two whistles to allow her to pass ahead, or upon such assent to have enabled him to determine better at what distance it was necessary for him to reverse, in order to allow the Sammy to pass safely. The Burke, as I have said, was not by mere assenting whistles necessarily bound at once to stop and back, unless backing was, in fact, necessary to avoid collision; but after having agreed to that mode of passing, she was bound, knowing the intentions of the Sammy, to which she had assented, to stop and back just as soon as the course agreed on made stopping and backing necessary to avoid collision. The Columbia, 25 Fed. Rep; 844, the Aurania, 24 Fed. Rep. 124.

Quite a number of witnesses for the Burke have testified that in their judgment the collision would have been avoided if the Sammy had not reversed when her bows had about reached the line of the bark's course and when only about 50 or 100 feet distant from her. There seems to me very little probability that this contention is correct. Responsibilities for collision are not to be determined by measures like this taken *in extremis*.

For the above reasons both must be held in faultand the damage divided.

May 31, 1888.

LITERARY NOTICES.

HARPERS MAGAZINE—The contents of the August number are unsurpassed by those of any previous issue. In solid and light reading; in poetry and prose; in letter-press and illustrations; the best is provided. One of E. A. Abbey's charming illustrations for The Leather Bottel serves as a frontispiece, full of delicacy, feeling and life. The initial article is a continuation of Lafcadio Hearn's discription of his Midsummer Trip to the West Indies. There is a just amount of fiction in the number, viz., the continuation of Mr. Black's In Far Lockaber: of Anna Kilburn, Mr. W. D. Howell's charming serial; an ardent love story called Pride and Pride, by Mrs. Jane G. Austin; and the final instalment of H. Rider Haggard's Maiwa's revenge. This last is splendidly and fully illustrated, some of the drawings taking up a full page. Moncure D. Conway, in A Chiswick Ramble, describes an old neighborhood in London fraught with many memories of such strong personalities as Hogarth, Hume, Prince Rupert, Lord Russell, and Margaret Hughes In Studies of the Great West, Charles Dudley Warner has much to say in behalf of Cincinnatti and Louisville. His discription of the co-operative labor experiment at Ivorydale is most interesting. The whole world ought to be interested in it. The Drawer overflows with cleverness and bright sketches by witty artists. Mention must also be made of the Social Study, a full-page drawing by George Du Maurier.

THE CENTURY keeps up its custom of making the August a "Midsummer Holiday Number." The points of novelty in this number are the beginning of an ingeniously planned story in three parts by Thomas A. Janvier, author of the Ivory Black stories, and an astronomical series by Professor Holden of the Lick University. The frontispiece of the August Century is a portrait of George Kennan in his study, drawn by Henry Sandham, and shows the celebrated traveler at work on his Siberian papers. The article giving a sketch of his life is by Miss Anna Laurens Daws, daughter of the Massachusetts senator. Kennan's own article in this number describes his Meeting with the Political Exiles. The opening illustrated article describes A Home of the Silent Brotherhood, namely, the Abbey of La Trappe in Kentucky. The illustrations seem to be of scenes in the old world rather than in the new, and it will not surprise those who read Mr James Lane Allen's sympathetic description of the Abbey to learn that all its inmates are of foreign birth. Colonel Johnson, whose portrait and life were given in the July Century, publishes a characteristic story, illustrated by Kemble, and entiled The Experiments of Miss Sally Cash. Mr. George W. Cable describes the objects and methods of the Home Culture Clubs, originated by Mr. Cable himself. The principal essay of the number is Reverend Dr. Lyman Abbott's discussion of The Pulpit for To-day. This article, it is interesting to note, was written before there was any idea that Dr. Abbot would succeed Mr. Beecher in the pulpit of the Plymouth Church; indeed, some time before the death of Mr. Beecher. The Lincoln History deals this month with Tennesee and Kentucky, and gives a new and clearer idea of Lincoln's relations to the early military movements in the west. In the body of the magazine are poems full of merit by good writers. The Topics of the Time deal with a new method of handling the liquor question in municipalities, Modern Science in its Relations to Pain, and Socialism and the Trusts. The Open Letters are about The Teacher's Vacation, Father Taylor, the Merit System, and the Abolition of Slavery by the Cherokees. In Bric-a-Brac Charles Henry Webb has a piece entitled The Friend of Ages Ago.

NOTICE TO MARINERS.

The Hon. William Smith, deputy minister of marine for the dominion of Canada, gives notice that a rock with 17 feet of water on it, which will be known as Darling's Reef has been discovered by Staff Commander Boulton, R. N.; in the Georgian Bay, It lies approximately northeast by east, distant 2¾ miles from Cape Chin, and 2 miles inside the line joining Cabot's Head and Cape Croker.

The United States government will not allow the American flag to wave over a vessel of British bottom, and the question now is why does it allow an English vessel to be fitted out (which is now being done at the Erie basin) with a new dredging machine, owned by an English syndicate and manufactured with the aid of English capital for the purpose of dredging New York harbor, which will cost over five million dollars? Would England think of chartering an American vessel to do work in England? We think not. There are plenty American vessels that can be obtained for the same price paid to the state of Alabama and it must be English capital trying to undermine American labor that this steamer has been chartered.—*New York Maritime Reporter.*

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HARBOR TUG FOR SALE.
THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky O.

FOR SALE.
BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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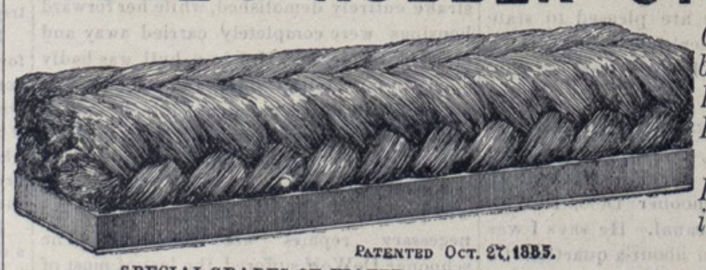
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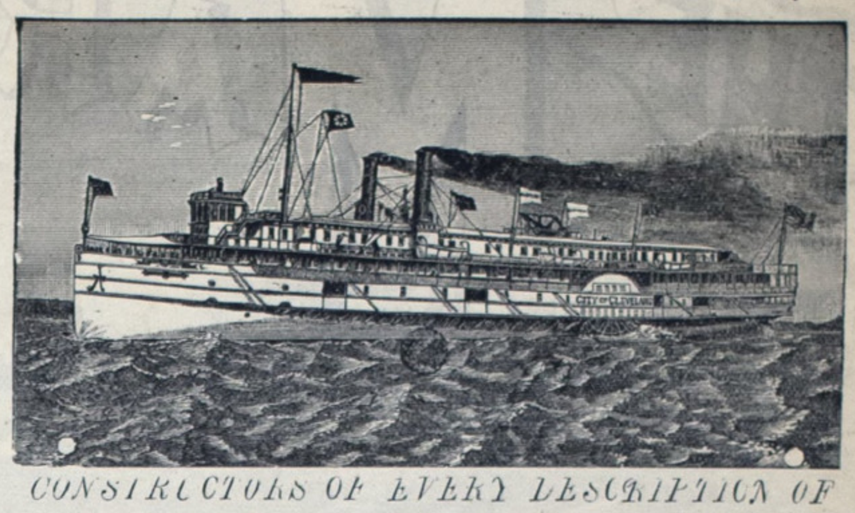
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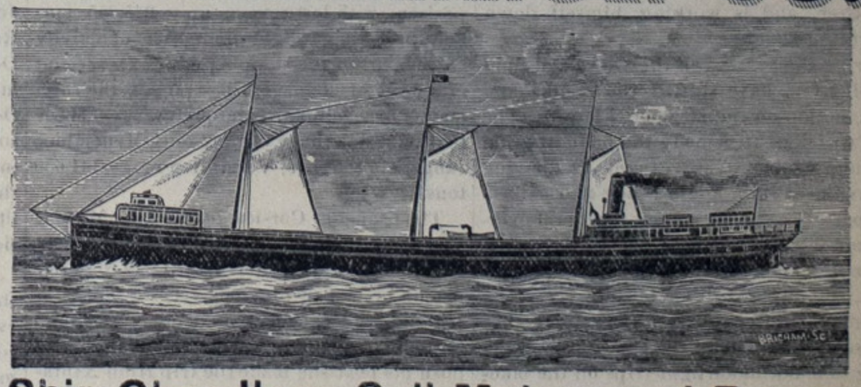
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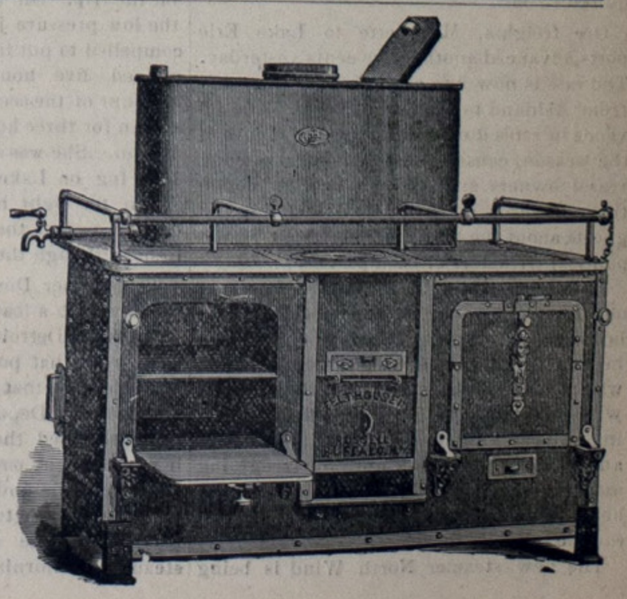

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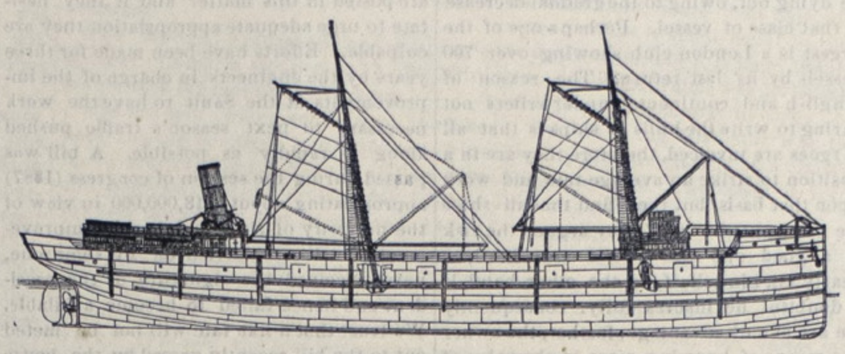

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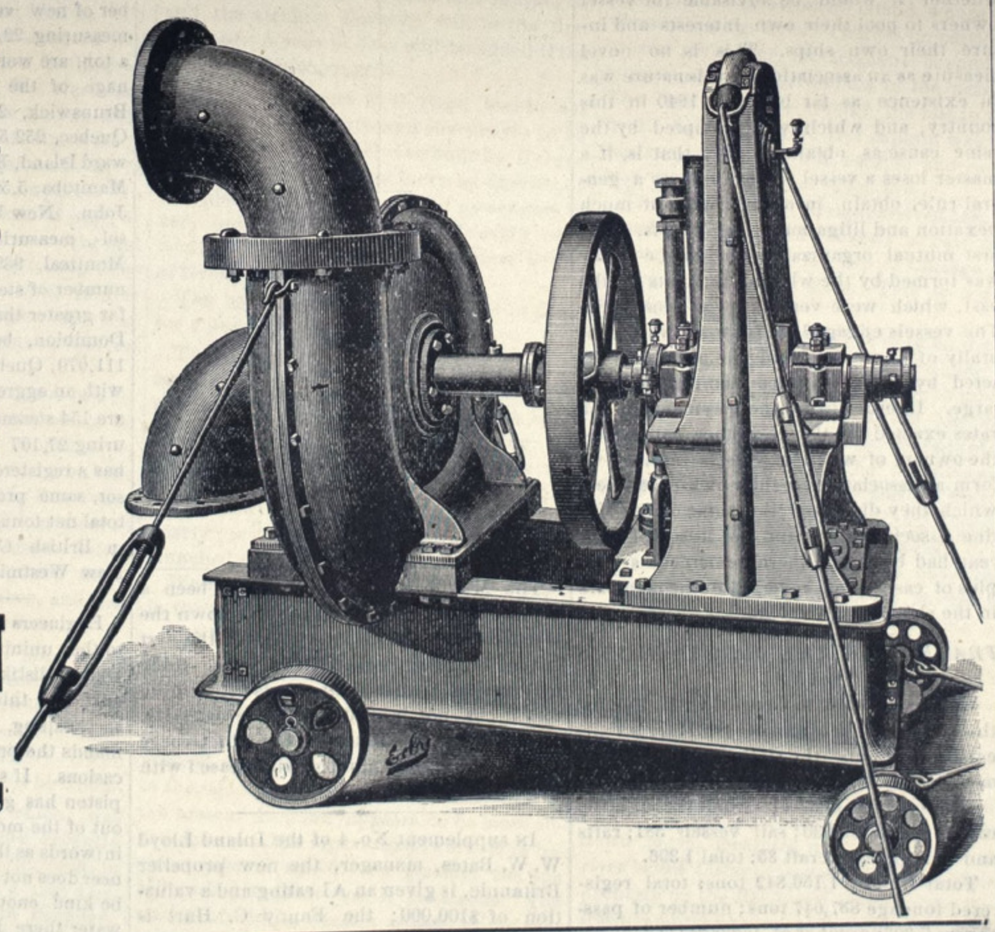

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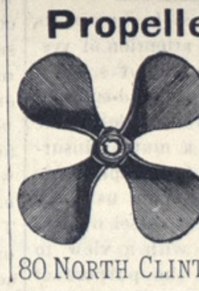
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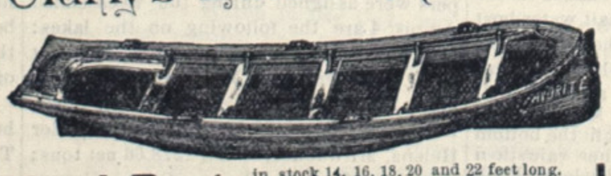
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MARINE RECORD—OFFICIAL PAPER.

MUTUAL INSURANCE.

The question of insurance in any of its phases usually attracts the attention of vessel owners during the spring months, but it is not out of order during the mid-summer month of August, to draw attention to the advisability of organizing a mutual insurance company. In view of this preamble we consider it incumbent upon us to say that a meeting of prominent vessel owners of Canada has been held with a view to establishing a society for the purpose of mutual insurance and the protection of shipping on the inland lakes of Canada. Captain James Norris, the well-known ship owner of St. Catherines, presided, while Mr. H. J. Livingston acted as secretary.

Mr. Livingston, who is an English ship underwriter, explained that the ship owners of the Dominion had recently had a great deal of difficulty in getting their vessels insured owing to the high rates charged by the insurance companies doing a marine business. He showed how ships were insured in England on the mutual system. He had, after visiting the ship owners of the Dominion, received their approval of this scheme and the meeting had been called to get matters into shape. He described the difference between Lloyd's and the mutual associations which were known in England as "shipping clubs." The advantages of the mutual system were, first of all, economy, as the ship owners only paid the actual cost of the insurance. Then, Mr. Livingston said, the security was absolute. The association as proposed would also provide for arbitration in cases of dispute. The association would select its own risks. If a vessel was classed as A1 and it was wrongly classed the members of the association, who would be men who understood the business, would not insure that boat.

During the spring of 1884 and 1885 the feasibility of mutual insurance was discussed at length in the columns of the MARINE RECORD by vessel owners, and much valuable information was evolved, but as our American vessel owners were too diffident to take active measures in the premises no results were attained. Now, however, it is hoped that owners will look into the matter before the insurance companies issue their fiat for the ensuing fall season and action that will tend to establish a mutual insurance company be followed to an issue.

British and Norwegian vessels and those of other North European states are all insured on the mutual plan. The system got its first development among the old-fashioned colliers of the Tyne and the Wear about 150 years ago and has since then increased and embraced nearly all the shipping of the country. At the present day these "clubs" still flourish in their old first home more than in any other part of the kingdom, and vessels from all around the country are insured there. One association, for instance, comprises over 500 A1 iron steamships of an average size of some 1,200 tons register. Clubs for sailing ships alone are dying out, owing to the gradual decrease of that class of vessel. Perhaps one of the largest is a London club showing over 700 vessels by its last return. The reason of English and continental underwriters not caring to write the hulls of ships is that all cargoes are invoiced, therefore they are in a position to strike an average rate and work upon that basis, but they find that all ships are not insured. "If" they argue "the risk is a good one the owner runs it all, or nearly all, himself; if, on the other hand, it is doubtful he insures fully, consequently we are at a disadvantage; further, the owner has means of knowing more of the value of the risk he offers us than we have, so that we have little chance of making money out of him." This is the unvarying opinion of English underwriters, and if one does begin with confidence to write the bodies of ships he changes his opinion to that of the majority in due course. This view is a sound one and the ship owners admit it, but the good men among them must be insured and so join together to insure one another. They have an advantage an ordinary underwriter can not have, in that they know as much of each ship as the respective owners do and are guided by that knowledge; again, each owner, in running clear of claims, is saving his own pocket, and he also avoids having to pay the necessary expenses of discounts, salaries, fees and dividends to share-holders, which companies or even Lloyd's underwriters labor under. The American companies have, like their English brethren, realized that ship's hulls are not a profitable subject for their books and it appears as if history was going to repeat itself in our inland waters. As we have said, the Canadian owners have taken up the subject of mutual insurance very warmly, and it is not unlikely that the American owners will hear from them on the subject. The insurance is for one year at a time and the books are squared off annually.

Every spring there is much indignation among vessel owners relative to the discriminating policy of lake underwriters The question now under consideration is whether it would be advisable for vessel owners to pool their own interests and insure their own ships. This is no novel measure as an association of this nature was in existence as far back as 1840 in this country, and which was prompted by the same cause as obtains today, that is, if a master loses a vessel he can not, as a general rule, obtain insurance without much vexation and litigation in the courts. The first mutual organization in this country was formed by the whaling interests of the east, which were very large at that time. The vessels engaged in this trade were generally of a low class, and the premiums exacted by the insurance companies were large. In order to escape payments of the rates exacted by the insurance companies, the owners of whaling vessels resolved to form an association for their own protection, which they did under the name of the Marine Association. After the losses of each year had been paid there remained a surplus of cash which reverted to the members in the shape of a dividend.

TRAFFIC OF THE SAINT MARY'S CANAL.

We are indebted to Genearl O. M. Poe for the following records of St. Mary's Falls canal including the statistics of its commerce during the month of July, 1888:—

Number and class of vessels through the canal: Steamers 930; sail vessels 381; rafts and unregistered craft 85; tolal 1,396.

Total freight 1,156,842 tons; total registered tonnage 887,647 tons; number of passengers 7,393; number of lockages 663.

Again the usual report is made that the business of the canal for the month was greater than for any other month in its history: the excess being 138,527 tons of freight, and 79,869 tons registered.

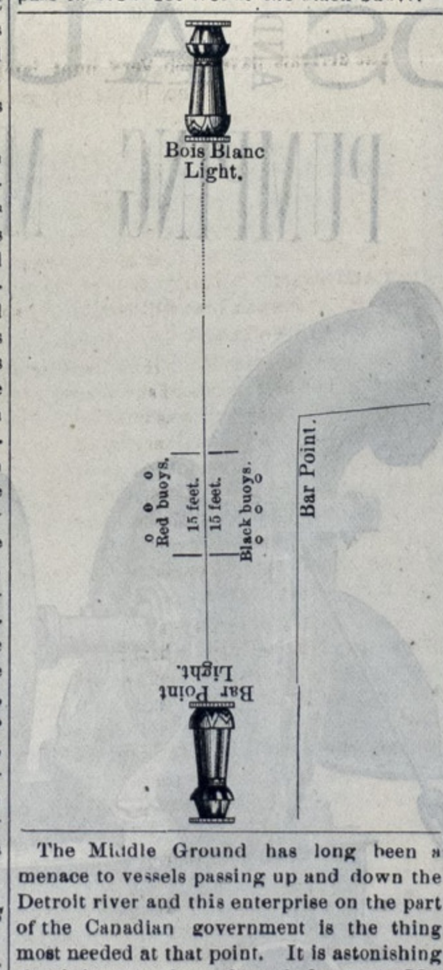
On July 23, the freight tonnage was 58,648 tons, and on July 30 it was 65,354. The latter was 11,012 tons greater than the largest day's business in any previous year, namely, August 28, 1887, when 54,342 tons of freight passed the canal. The average daily freight tonnage for the month was 37,317 tons. The freight traffic was 188,113 tons larger than for the corresponding month last year.

The total of this season's traffic of the canal to the close of July was 2,810,816 tons, as against 2,535,193 tons for the same period last year, or an increase of 276,623 tons.

No one can make an assertion more positive than the above of the value of the lake traffic to the commerce of the country. Notwithstanding the records presented each month to congress regarding the tonnage passing the St. Mary's canal there are members of the present congress with minds so narrow that they ignore these reports and insist that unless their individual hobbies are recognized they will with tooth and nail oppose all legislation calculated to benefit the commerce of the great lakes. We do not charge these things to the Democratic party; neither do we charge them to the Republican party, but to a set of local demagogues who do not know whereof they speak. They think to eat butter on their watermellon is the hight of ambition. It is well known that many of our legislators are posted in this matter and if they hesitate to urge adequate appropriation they are culpable. Efforts have been made for three years by the engineers in charge of the improvements at the Sault to have the work necessary to next season's traffic pushed along as rapidly as possible. A bill was passed during the session of congress (1887) appropriating about $13,000,000 in view of the necessity of river and harbor improvements but it was carried off by some one, never received the signature of the president and hence failed to become available. We trust that a like fate will not be meted out to the bill recently passed by the house and senate and which is now in the president's hands. While we are aware that there are a number of riders attached to the bill referred to we are strong in the belief that the good sense of the president will urge him to attach his signature that meritorious work may go forward, believing the obstruction measures may receive the check they merit in after days.

AIDS TO NAVIGATION.

We direct the attention of our readers to the diagram of the Detroit river printed below relative to the shoal in the middle ground and the sketch of buoys at Bar Point, placed by the Canadian government at the instigation of Captain Andrew Hackett. There is also a black spar on the east side of Bois Blanc island. These aids were very much needed and masters are well pleased to have them there. It will be seen by the sketch that boats can pass to either side of the center line by keeping either the red or black buoys aboard, but the best water is to the left of the line and boats can pass in about 100 feet of the black buoys.



The Middle Ground has long been a menace to vessels passing up and down the Detroit river and this enterprise on the part of the Canadian government is the thing most needed at that point. It is astonishing that it has not been done before. As Mr. Hackett says in a letter to Captain George P. KcKay masters must be will pleased with these new lights.

IN supplement No. 4 of the Inland Lloyd W. W. Bates, manager, the new propeller Britannic, is given an A1 rating and a valuation of $100,000; the Fanny C. Hart is classed A1, and her value placed at $30,000; the Corona is not rated but is valued at $190,000; the Neosho and G. W. Morley, both A1* are placed at $130,000 and $80,000 respectively; the Scranton and Eber Ward, both A1* craft, are valued at $175,000 for the former and $90,000, for the latter; the barge Fontana is rated A1* and is valued at $72,000; A. Booth & Son's salt water boat Hunter comes under the A2 head, and her worth is placed at $12,000, while this Chicago firm's other importation the Hiram R. Dixon rates A1 $20,000; the Mongaugon's rating is omitted since she sought the bottom of Milwaukee creek, though her valuation has advanced $1,000. The Charlotte Rook jumps from B2 to B1½, while the Scotia's rating, omitted in the regular register, becomes A2 with a valuation of $30,000.

SIGNAL LETTERS.

"United States commissioner of navigation. C. B. Morton, in a communication addressed to the marine department of the custom house here, and received yesterday, advises the officials of the contemplated introduction of a most important law for lake navigation. The communication requests that immediate inquiry be made among vessel-owners, and that the opinions of those interested be canvassed, touching the granting of signal letters to vessels of 100 tons and over navigating the Northwestern lakes. This is undoubtedly the most important move made during the last ten years, and its ultimate adoption will undoubtedly be of incalculable benefit to vessels in moments of danger. Had the coast code of signal letters been adopted on the great lakes last fall, many of the precious lives which perished might have been saved. The steam whistle's scope of usefulness does not cover one tenth part of the exigencies which arise daily during tempestuous weather and heavy gales, and the adoption of the coast signals can not be pushed with too much vigor. Commissioner Morton realizes the importance of the measure, and urges the department to a speedy completion of the work. Accompanying the communication is the code in full, and mariners will see at a glance the important features covered therein."—*Inter Ocean.*

It is not likely that the introduction of signal letters, as a rule, on the lakes will be of much importance and perhaps 99 out of every 100 owners will object to them on that ground. Many of the ocean going vessels of the larger class carry the international flags, and letters have been assigned them, but it is not compulsory. But few of our lake craft have applied for the signal letters and they look well decked out with the little flags on a Sunday, although there is usually no use for them on the lakes. The signal letters are used by ocean going vessels, not as a means of saving life, but that they may report themselves in passing the different foreign ports. As regards the utility of the code for use in saving life little can be said, as the dangers of the deep, when life is imperiled, requires speedier action to avert them than can be obtained through the use of the code signal flags. Our life saving system is much more effective than telegraphing by flags. As regards the granting of signal letters: It has been necessary to apply to the department and the letters have been granted. It is possible now, however, that the commissioner of navigation is considering the advisability of making it compulsory for all vessels of one hundred tons and over to carry signal letters and the international code of flags, as a circular letter has been received at all the custom houses around the lakes to that effect.

THE *Toronto Empire* gives more complete details of Canadian vessels as follows:

The number of steamers on the registry books of the Dominion is 1,998, having as gross tonnage of 257,818 tons. Calculating the average value of the vessels at $30 a ton, the amount of capital invested in the shipping of the Dominion is $37,532,980. The number of new vessels built last year was 259, measuring 22,207 tons, which, valued at $45 a ton, are worth $1,449;312. The total tonnage of the different provinces is: New Brunswick, 269,224; Nova Scotia, 526,921; Quebec, 252,556; Ontario, 140,929; Prince Edward Island, 30,658; British Columbia, 11,900; Manitoba, 5,578. The highest tonnage is St. John. New Brunswick, which has 535 vessels, measuring 217,286 tons. Next comes Montreal, 939 vessels and 127,286 tons. The number of steamers registered in Montreal is far greater than that of any other port in the Dominion, being 192, having a tonnage of 111,070; Quebec has on its register, 914 vessels, with an aggregate tonnage of 101,491. There are 154 steamers on the Quebec register, measuring 27,107 tons. Yarmouth, Nova Scotia, has a registered tonnage of 123,722 and Windsor, same province, has 124,055 tons. The total net tonnage of sailing ships and steamers in British Columbia was: Victoria, 9,945; New Westminster, 1,955,

Engineers have a way of speaking which to the uninitiated seems rough and curt. Dudes dislike it. It is not rough, but it is curt, for this reason, it is born directly of their calling. Engineering is a pursuit that demands the promptest sort of action on all occasions. If steam goes into the cylinder the piston has got to move, and if speech comes out of the mouth of an engineer it is as few in words as the occasion demands. An engineer does not say: "My dear fellow would you be kind enough to let me know how much water there is in the boiler at this time," but he roars out: "Below there! where's the water?" and he gets as short an answer: "Half a glass, sir."

Engineers are awfully cross men.—*The Engineer.*

AMONG the vessels to which official numbers were assigned during the week ended August 4 are the following on the lakes: Schooner J. A. Clay, Toledo, Ohio, 12.30 net tons; schooner Lizzie Metzner, Milwaukee, Wis., 73.31 net tons; propeller F. R. Buell, Detroit, Mich., 1199.02 net tons; propeller Helena, Milwaukee, Wis., 1578.66 net tons; propeller Mary H. Boyce, Grand Haven, Mich., 607.60 net tons; making a total of new tonnage for the week of 3470.89 net tons.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

FORE AND AFT.

Chicago seamen are talking of advancing wages.

The recently launched City of New York is 560 feet long and is the largest passenger steamship afloat.

The capsized schooner Maggie Thompson, lying at Milwaukee, was sold at marshal's sale Friday for $255.

The new steamer on the stocks at the Milwaukee company's yard will probably be launched August 11.

The commissioner of navigation desires to make the International code of signals on the lakes compulsory.

Spencer Briggs, a marine engineer who resided in Milwaukee, was killed on Saturday last on the propeller Roanoke.

Ship owners have organized the Inland Marine Mutual Protection Association, to further Canadian marine interests.

The schooner Lizzie Metzner was launched at Manitowoc Monday. She is 78 feet long, 21 feet beam, 6 feet hold, and cost $5,000.

Shipments from the Saginaw river last week aggregate 21,575,000 feet of lumber, 3,000,000 shingles, and 1,000,000 pieces of lath.

The N. Ludington Co., of Marinette, Wis., have purchased the tug City of Holland and lighter scow from George Metz, of Holland, Mich., for $2,000.

McDougall's cigar shaped barge, 101, rode out a forty mile gale on Lake Huron without being in the least affected by it, so Captain Holbridge claims.

The anchor and chains lost on the schooner Blackhawk two years ago off Cathead, near Frankfort, Mich., have been located, and a buoy has been placed on the obstruction.

At St. Catharines, Captain James Livingstone, one of the oldest lake navigators, was buried Monday. He sailed various vessels belonging to that port for thirty years. He was 70 years of age.

The schooner Minerva has located the reef off South Park, Chicago, which laid out the schooner Iron State some years ago. The captain says there is scarcely ten feet of water over the ore that the State lost in getting off the reef.

Union sailors continue to make trouble at Milwaukee. Police protection had to be given the non-union crews of the schooners Oliver Mitchell and American. The crew of the former left her and a new force had to be secured from Chicago.

The Dunham Wrecking Co., of Chicago, have attached the proceeds of the sale of the capsized schooner Maggie Thompson to protect their claim for having towed her off Port Washington to the government breakwater, Milwaukee.

The U. S. R. M. S. Fessenden has been watching a mysterious craft for some days, and the collector's boat has put off several times in quest of information, but so far has discovered nothing. It is believed to be a smuggling vessel hailing from Quebec.

The Algonquin with 68,700 bushels of wheat from Port Arthur for Kingston, passed through the Welland canal last week, without lightering. She was drawing 13 feet 10 inches forward and 14 feet aft. This cargo, a trifle over 2,052 tons, is said to be over 400 tons larger than any ever before going through the Welland canal.

The schooner Queen City, consort of the steambarge H. B. Tuttle, bound down and ore laden from Ashland, Wis., grounded heavily Sunday noon during a dense fog on Vermillion point, Lake Superior, eighteen miles west of Whitefish point. After jettisoning 100 tons she was released by the Tuttle. The vessel is not damaged.

After spending $55,000,000 on the Welland and other Canadian canals the dominion is likely up give up this discouraging attempt to knock out the American routes. An Ottawa dispatch says that complications have been discovered in the St. Lawrence below Kingston in the line of rock that puts the proposed further deepening almost out of the question.

Seven years ago the tug Thomas Spear burned and sunk near Sandy bay, north of Two Rivers point. Her machinery was raised a few days ago by Johnson & Albertson of Two Creeks, who purchased the property from the underwriters. The engine,

shaft and wheel are in compsratively good condition. The Spear's machinery was formerly in the Detroit tug Home.

The Canadian steamer Africa was libeled Friday for $400 for damage done to a canal boat by the Africa colliding with her the day before, when laying at a dock near Fulton street, Chicago.

Mr. H. B. Burger, of the firm of H. B. & G. B. Burger, shipbuilders, at Manitowoc, was in Chicago, yesterday. He reports that his business has been quite good during the last year and contemplates some additions to the facilities of his yard.

The members of the Chicago seamen's union, Wednesday evening, advanced wages from $1.50 to $2 00 per day in view of better freights. Taking into consideration the large wages obtained by loaders and unloaders, the sailors fairly earn all they get.

The police made a raid on the dock loafers on the lumber market, Chicago, this week, arresting thirty-three Monday night and nineteen Tuesday night. Some of the worst of the loafers robbed the sailors of their clothes from the forecastle of the schooner Cuba and attempted to commit robberies on other vessels.

President Spencer, of the Baltimore and Ohio railroad, said Friday afternoon that he has information that leads him to believe that freight rates from the west, which are now in a greatly demoralized condition, will be raised to a remunerative figure.

The schooner Christiana, owned at Kewaunee, was sold by Captain Chas. Bacon last week to Martin Gunderson of Sheboygan. Consideration $700. Captain Gunderson upon his arrival here with the schooner on Friday had her bow hauled out and has been at work the past week in putting in some new plank and otherwise repairing her.

The pleasure yacht Rambler. of St. Joe Mich., had a most narrow escape from going to the bottom of Lake Michigan last Thursday night. The propeller R. B. Taylor came upon the little vessel, and, sending out a life boat, succeeded in rescuing Captain Ricaby, his son and two seamen from their imperiled positions. The yacht was waterlogged in Thursday's squall and knocked about for thirteen hours.

A wrecking expedition has for a week past been engaged in an effort to release the schooner I. N. Foster from Fisherman's Shoal, where she stranded in the fall of 1886. The craft has been raised with jackscrews and now has timbers under her. The wreckers claim to have moved her several feet. A steam pump was at last accounts in operation on board, and everything pointed to the speedy rescue of the craft, Should the expedition prove successful the Foster will be repaired and run as a sailing vessel until the close of navigation, and during the winter she will be turned into a steam schooner like the Pewaukee.

The new steel steamship Owego, of the Union Steamboat Co., has succeeded in breaking all previous records between the foot of Lake Erie and Chicago. As near as the distance, via the lakes, can be computed the run between Buffalo and the Chicago piers is 877 miles, as follows: Buffalo to Detroit 252 miles, Detroit to Fort Gratiot 63½ miles, Fort Gratiot to Cheboygan 227 miles, Cheboygan to Mackinaw 17½ miles, Mackinaw to Chicago 317 miles, total from Buffalo to Chicago 877. The best previous run was made by the Tioga last season, between Buffalo and Chicago in 63 hours and 43 minutes. The Owego has lowered this record 28 minutes, making the run in 63 hours and 15 minutes. To do this the new Union steamship averaged 13.86 miles per hour, including checks, stops, etc., an average unprecedented in so long a run in the history of lake navigation.—*Inter-Ocean.*

LAKE FREIGHTS.

But a small number of vessels were reported chartered yesterday, less than the actual number probably engaged. In the present firm condition of the ore freight market charters are likely to follow custom-house regulations and take twenty-four hours to report. Ore tonnage is much wanted at $1 from Escanaba and $1.30 is being paid for loads from Marquette; $1.30 is also the probable rate from Ashland and Two Harbors. Coal freights are easy, shippers getting tonnage at 65c to Milwaukee, and declining to pay more than 60c to Lake Superior ports.

BUFFALO, N. Y., August 8.—Coal freights continue weak. Several vessels have waited four days for cargoes and others have to get loads elsewhere. No change in rates.

Canal freights were active and strong, and a half cent higher with indications of a further advance. Wheat 4c, corn 8¾c, oats 2¾c to New York.

TOLEDO, O., August 8.—Charters: Propeller Lake Michigan, wheat to Montreal, 5¾.

CHICAGO, ILL., August 8.—There was a very good demand for vessel room today and rates were quoted strong at 3 cents for wheat, 2¾ cents for corn and 2½ cents for oats to Buffalo. There were some negotiations for wheat, but only two charters were made public. The Erie canal rates, free of Buffalo charges, were 4 cents for wheat and 3¾ cents for corn. The rate on corn to Georgian Bay was 1¾ cents.

Around the Lakes Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

The wrecked propeller Oscoda, which was sold by the U. S. marshal last Friday, was bid in by Captain John Pridgeon who will immediately fit out a wrecking expedition to raise her.

Last week the tug Oswego, bound down with a large raft, got tangled up with Bois Blanc Island and delayed the passage of vessels for about six hours.

Sunday evening the tug Mocking Bird, towing another large raft, fouled the docks here, breaking up her tow. A tug has been at work picking up the logs ever since.

The Ward's Lake Superior line propeller Toledo, whose boilers were condemned by the inspector last week, arrived here Saturday in tow of the steamer Samuel F. Hodge of the same line. Tuesday she was towed to the drydock where repairs will be made. The Phœnix Iron works of Port Huron will furnish the new boilers.

Captain Joseph Nicholson received word from Toronto, Monday, saying that the schooner yacth Oriole and sloop Atlanta left that day bound up to Mackinac to participate in the coming regatta. The Detroit boats entering this race are: the sloop City of the Straits, Cora and Josephine. The Lulu B. will not sail, owing to the fact that her owner, Mr. Walter Oades, has reasons for belie ving that the fast boats do not win the race, and not caring to enter unless his boat can have an equal show with others, he declines to go into this regatta.

The large scow, building at John Oades' yard, will be launched Saturday. She is a large craft, and is very strongly built. At this yard they have the sloop yacht Nerled hauled out for repairs.

Mr. Rob. McKenzie, shipsmith, is very busy now. He is making iron work for a cattle pen for the transfer steamer St. Ignace at the straits. The forgings will be extra strong and heavy.

The East End Boiler works have just finished a large heater for the steamer Sikie Shephard, 20 by 48 inches.

At Samuel F. Hodge & Co.'s they have just finished a new wheel for the steamer Arizona. They are now working on the steamer Gazelle making general repairs and cleaning up. They have just closed a contract with Captain Frank W. Wheeler, of West Bay City, to furnish a triple expansion engine 20, 32 and 54 by 42 inch stroke, and two steel Scotch boilers 11 feet diameter and 12 feet long, allowed a steam pressure of 150 pounds to the square inch. Last week they also received the following order from Port Huron: The Gettysburg's wheel is broken and we wish you to make a new one as soon as possible. I do not think you can better the one we have as it tows well and boat runs fairly, and it is our opinion if made finer would not be as good an all around wheel as now. So, if you have kept a record of the one we have now, make the new one as near as you can like it. To give you an idea how this one works, I will give you the record of the last coaling we used and the work done. We were out forty-four days, in which time we run forty days, engine cutting off at all times at 18 inches, steam 90 to 100, revolutions 76 to 78 towing, and 7 to 8 more running light. In that time we burned just 400 tons of coal, or ten tons for twenty-four hours work, and you know we do not have time to keep flues and back heads clean, so I think that is pretty good. Do you think you can beat it?" Signed, Wm. Barr, engineer Gettysburg.

At the Detroit drydock, since our last report, they have had the steamer Ontario in for a new wheel, calking, and general overhauling. They are now working on the sloop City of the Straits and the fine Canadian schooner yacht Oriole, putting them in racing trim for the August regatta before mentioned. The Oriole is one of the finest finished sail yachts on the lakes, and has been known to sail some before now.

The Drydock company have not yet decided upon commencement of the two new wooden boats. They will, however, soon lay the keels for two to be about the same model and tonnage as the J. Emery Owen and Parnell, recently turned out by them.

The steamer California, which was wrecked at St. Helena Island, and recently raised, arrived here Tuesday afternoon in tow of Captain Alex Reulle's tug Carrington. She was found to be in excellent condition, and does not leak. Her cargo of corn and pork was not entirely spoiled. Some of the pork was found to be as nice and sweet as when taken on board, and considerable of the corn in her can be saved. Her hull is sound, and with the exception of her stem has suffered no damage, except the loss of her upper works. She will go either to Port Huron or Bay City, and be docked for repairs. She will be converted into a steambarge for freight business this fall.

The new steamer F. & P. M. No. 4 made a trial trip last Saturday and worked very nice indeed, everything giving good satisfaction.

The steamer Harlem has all her machinery aboard, and they are pushing the work on her as rapidly as possible. She will soon be ready for sea.

The new steamer F. R. Buell, built at Captain William Dulac's yard for the Tonawanda Barge line, will be ready for sea Saturday. She is a finely modeled and well constructed boat, reflecting much credit on her builder. She is 210 feet over all, 195 feet keel, 36 feet beam, 26 feet depth of hold, with a capacity of 1,200 tons, costing about $90,000. Her machinery is a low pressure engine, 28 by 30, and she has a Worthington condenser with water cylinders 10 by 15. This machinery was formerly in the tug Goodenow. Her boilers are new, fire box type, 10 by 16, allowed a working pressure of 100 pounds of steam. She will be commanded by Captain Dick Miller, now master of the Canisteo, Charles Lamb will be chief engineer, and John Hibbard assistant.

The Mutual Transportation company's steamer Cambria stopped at O. W. Shipman's dock for fuel on her way up.

The last salt water addition to the lake fleet, the tug Sea Gull, purchased last winter by Messrs. Reed & Young, of Bay City and Saginaw, passed up Tuesday. She is 147 feet length, 33 feet beam, and 12 feet depth, with a tonnage register of 346.57, her machinery 36 by 36, having a nominal h. p. of 999. She was built at Mystic, Conn., in 1863, and she hails from New York. It is said she cost her present owners $13,000. After her purchase and before delivery she had a collision in New York harbor and sunk. She was raised and dry docked, the repairs costing about $6,500.

Captain Clough, of Sault Ste Marie and well known, committed suicide at the Pacific hotel Wednesday afternoon, August 1st. An incurable disease caused him to take his life. HOP.

MILWAUKEE.

Special to the Marine Record.

The new steambarge Helena, arrived Saturday at 2 p. m., from Sheboygan, to load 100,000 bushels wheat for Buffalo, rate 2¾c. Her machinery worked very fine and the run was made in a little less than five hours without any trouble. In my last letter I stated that the boilers were made by Eviston of this place, I should have said Lake Erie Boiler Works, of Buffalo. Her cabin will be as finely finished as anything yet seen in Milwaukee. The captain's rooms and office forward are finished in rosewood and light and dark oaks. Every convenience for quick handling has been put aboard. This boat gives promise of quick time and if she don't make it it will be because she has not power enough.

The arrivals have been very light lately on account of the advance in ore and grain freights and decline in coal.

Our coal receipts so far this season reach the total of 489,000 tons and it is expected they will reach 1,000,000 this season.

Beginning to-day a line of steamers will be run between Milwaukee and Muskegon and the steamer Favorite will be the first boat out. A second boat will be added if the business will warrant it.

The new steamer F. C. Hart, was in last week on her first trip and she proves to be quite a flyer Her hull was built by Burger of Manitowoc and machinery by Sheriffs of this place. The cabin aft for passengers is very finely finished and there is every convenience for comfort. Messrs. Hart Bros., of Green Bay, are her owners.

The barge Thos. Davidson, was in dock for a new Hodge wheel.

The fourth trial of Bangs' wheel failed to come up to the old style wheel and they are now making another one of the same style of blade as the old wheel and putting the rim around it. If it is not a success the wheel will be taken to the canals.

The new boat at Milwaukee shipyard is nearly ready for the water and will be launched in ten days.

Wolf & Davidson's new boat will be ready in thirty days.

The bottom of a partially dismantled dredge lying opposite C. H. Starke & Co's. yard on Canal street, in the Menominee marsh will, it is said, be utilized in the construction of one of the sectional docks about to be commenced. The shipyard will not be removed to the island, as had been contemplated, as the present location appears to be more advantageous. The report that work is to begin at once on a 1,000 ton steamer for the Milwaukee tugboat line is erroneous. The matter of adding another vessel to the fleet has merely been broached, but may assume definite shape later on.

It is definitely settled that the fine new steamer Helena will take her first cargo out of Milwaukee, wheat to Buffalo at 2¾ cents. Speculation is rife as to her carrying capacity. The highest estimate places the amount at 100,000 bushels; the lowest 60,000.

Sheriffs report 8 feet wheel for New Orleans and five others to different lake ports. J.

MARQUETTE.

For several months the Pittsburg & Lake Superior Mining Co. has been prospecting with diamond drills on the range midway between this place and Negaunee. The result of their work has just been made public, and there is a general rush for options all along the range clear through to the lake in the southern limit of this city. The drill in the last hole at a depth of 17 feet encountered mixed ore, and at a depth of 145 feet clear ore was struck, through which the drill has worked for 45 feet and is still working in it. The new find is one of the most important ever encountered in all the iron bearing districts and establishes the fact that the deposit runs clear through to the lake. When the wonderful extent of this find is made known, it will cause great excitement among iron men everywhere.

BUFFALO.

The tug O. J. True, of Panesville, Ohio, reports with the Trout wheel an increase of two miles per hour running alone and one and one-half miles towing.

There are now 2,952,400 bushels of grain in store here, more than half of which is wheat. This is about equal to the amount two years ago, but it is more than 1,000,000 over last year, which was 1,913,584 bushels. The increase is mostly in corn.

The river tug Gladiator was tied up by Deputy Marshal Kranz on a claim of Hugh Hogan for $50. The claim is for supplies and was settled.

Captain Gibson, of the propeller Lackawanna, reports that on his up trip when from 1½ to 1¾ miles out of St. Clair river on Lake Huron and steering the regular course northeast by north, the vessel struck an obstruction in about five fathoms of water. From the sound and from the appearance of the spot after passing it the captain thinks some wreck has drifted down there. The boat was not injured, but the presence of such an obstruction is a menace to all passing craft.

It looks as though some evil spirit had possession of the canal. When three breaks had done their worst it was thought that the trouble was over, but there is again fresh evidence of the unruliness of the ditch. About 20 feet of the tow path wall between Erie street bridge and No. 1 slip fell in considerably obstructing the canal and making the tow path impassable. It is expected that more will go. A watch has been set over the spot and workmen put on to repair the break. Of course this can not amount to a break, as the canal is not built on a bank at this point.

The following from the Buffalo Express: The survey of the propeller T. W. Palmer to make an estimate of her injuries received in a collision with the Gladstone foots up $8,380. She will need new ceiling down to the upper turn of her bilge, eight frames, besides clamps and shelf pieces. She is shoved over from port to starboard about six inches. Temporary repairs, costing about $1,300, are about made, and she will load coal for Chicago.

The tug Johnson, with the barges Manitowoc, C. B. Jones, and Dan Rodgers of the D. Wilson's tow, in trying to land them at the blast furnace dock left the Manitowoc and Jones on Strawberry Island, where they were being lightered. There is no particular reason given for the accident beyond the current and the narrowness of the passage. The Dan Rodgers, though the last in tow, made the dock safely. Her captain was feeling very well over his escape, and says it was "head work" that saved him.

The steamer A. P. Wright arrived here last Tuesday with 151,000 bushels of oats from Chicago. She made the trip to Chicago and return in just nine days. This is a good showing.

The surveyors were still at work on the injuries of the propeller T. W Palmer, in Mill's Drydock, but were not ready to report.

The propeller Missoula on her last visit here arrived at 7 a. m. with 2,100 tons of ore and at midnight of the second day following left with 2,335 tons of coal and 175 tons of fuel, all loaded here, and this after having been in dock 22 hours for a new wheel. This rate of speed is said never to have been beaten in Buffalo and the record is very acceptable by giving the new Minnesota ore dock a character. The coal docks are known to be fast and do not need any praise. The boat was here only 65 hours, more than one-third of which was spent in dry-dock.

It is stated semi-officially that the new dock company in which the Central and Reading railroads and J. Langdon & Co. are indirectly interested, has narrowed its choice of site down to two localities, the property on the river below Georgia street and West Shore property on the Blackwell between the Erie trestle and that known as Scott's. This latter is already in possession of a new half-organized company emanating from the firm of H. K. Wick & Co. and is to be made into an ore dock, as has already been announced, but it was stated that it was still possible that it would pass into the hands of the Reading dock company, though in just what shape was not divulged. The whole is in transition state as yet, as may be inferred from the fact that members of the new dock company are still buying land on the river front, while they are at the same time looking at the other site.—*Buffalo Express.*

LAKE LINDEN.

Special to the Marine Record.

The steambarge Oswegatchie and tow arrived here with coal from Buffalo. The Guiding Star, Captain L. C. Cole, was sold last winter by the Lake Michigan and Lake Superior Transportation Co. to C. H. Weeks of Bay City. Captain Cole has been master of the Guiding Star eight years. K.

ASHTABULA HARBOR.

Special to the Marine Record.

We have to record the death of Israel G. Shaylor, an old shipbuilder, 79 years of age, who in the early days of lake navigation was a popular builder, he having built the Mary Collins, Edwin Harmon and many vessels before them. All old lake men will remember him and although he had lived to a ripe old age and enjoyed a comfortable fortune, they will learn of his death with feelings of sadness.

The propeller Rosedale, of Sunderland, England, is loading coal for Port Arthur. She is over from London with cement to Chicago and is intended for the lake trade carrying about 1200 tons. She is built of iron and the absence of wood is quite noticeable. She has the ocean appearance, bridge amidships, etc. My judgement is she was built for carrying and not for beauty, but I look through Yankee eyes, however.

Through the courtesy of Captain Humphrey, of the steamer Neosho, I had the pleasure of looking that steamer over and I find the Cleveland papers were not far out of the way in calling her the queen of the lakes. I can't resist the temptation to give her once more favorable mention. Her lines are fair and easy as a yacht and she has not a single bulky or clumsy feature. The captain's cabin is finished with cherry and birdseye maple rubbed to a hard surface and varnished. The floor is also finished in sectional order cherry and maple hard finish and varnish and covered with rugs of brussels made to order. Bath room and state rooms all complete and by no means inferior to the palace of the millionaire. The mates cabin is finished in cherry varnished. The sailors quarters are also finished with cherry. The cabin is cherry and is built with an eye to beauty and convenience. The engine room is finished in ash varnished, maple floor with oilcloth matting and has the most airy appearance of any engine room I ever visited. She flies the Harrison and Morton flag and if beauty counts she wins.

The dredge Erie is slicing away at Plum Point and the intention is to dredge away enough of that old land mark to make in the near future a new channel to the Lake Shore slip.

The dredge Hercules is at work along side of P. Y. & A. docks cleaning off the bottom of the river to give better depth for large boats.

The Variety Iron Works have moved a three 6 leg hoist into position. F. L. T.

FRANKFORT.

Special to the Marine Record.

The tug John Cowan of South Frankfort, while at anchor in Platte bay Wednesday, August 1st, caught fire while the crew were all off in a yawl at work on a pound net. When the flames were discovered they made all possible haste to reach the imperiled craft but the fire had gone beyond their control. They towed her close to shore where she burned to water edge and sank. The Cowan is about one year old, owned by Way & Martin, and valued at $2,500; not insured.

Tug Dudley P. Hall was sold to Pardee, Cook & Co., of Ludington, this week for $9,000. The Hall is one of the best tugs on the chain of lakes, built by Thomas Notter, of Buffalo, and cost $11,000. Captain P. McGregor, of the steamer Sanford, will command her. Charles Butler takes the Sanford's captaincy.

The gospel ship "Glad Tidings," Captain Bundy, called here a short time ago and is now cruising around the islands, foot of Lake Michigan, engaged in preaching the gospel at these out of the way stations.

The steambarge Edward Smith, barges Robert L. Fryer, S. E. Marvin, John Hanaford and William Brake sailed for Tonawanda July 31.

Tug Maggie Lutz, of Two Rivers, has arrived and engaged in fishing of this port.

The tug Alice Campbell, now at Charlevoix, will be stationed at Frankfort to take the D. P. Hall's place. BURMEISTER.

PORT HURON.

The steambarge George Spencer, towing the schooners M. E. Tremble and Our Son, and the steamship E. P. Wilbur, both bound up, when abreast of this place collided. The wheel chains of the Wilbur parted. The Spencer was damaged to the amount of $1,000. The Spencer let go one end and the Tremble let go the other end of the tow line. The ferry boats are trying to pick it up.

Captain James Reardon, of Chicago, is here. He will leave with a full wrecking outfit and try to release the propeller Osceola, ashore at Point aux Barques.

The schooner J. H. Breck lost her fore and main mast and mizzen topmast. They were blown away on Lake Huron.

FAIRPORT.

The six-year old son of Captain G. F. Babcock, keeper, of the life saving station at this port, fell into the river Wednesday afternoon and was drowned. The body was in the water twenty minutes before being recovered.

YACHT FOR SALE.

SLOOP YACHT NORDEN, 45 feet water line, 13¾ feet beam, in first-class sailing condition, for want of time to run, is offered for sale at a bargain. Address F. A. FINCHER, Pentwater, Mich.

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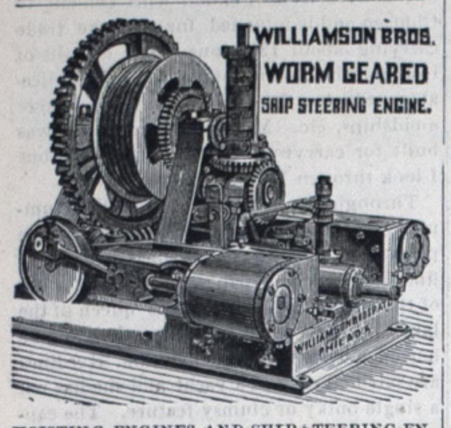

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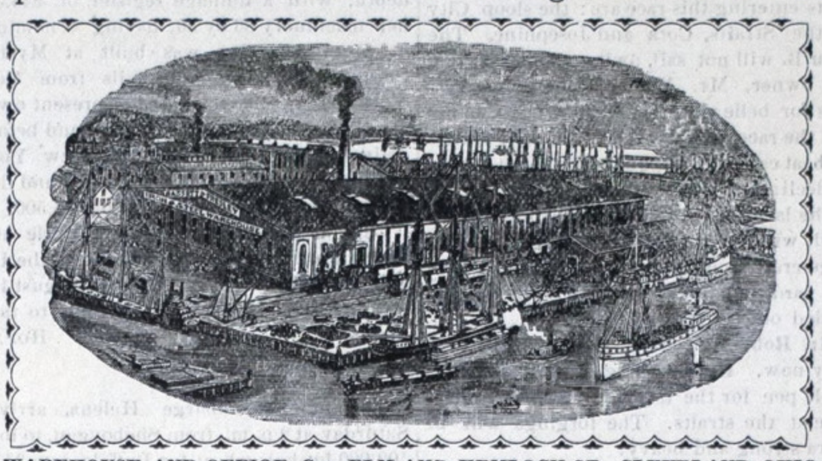

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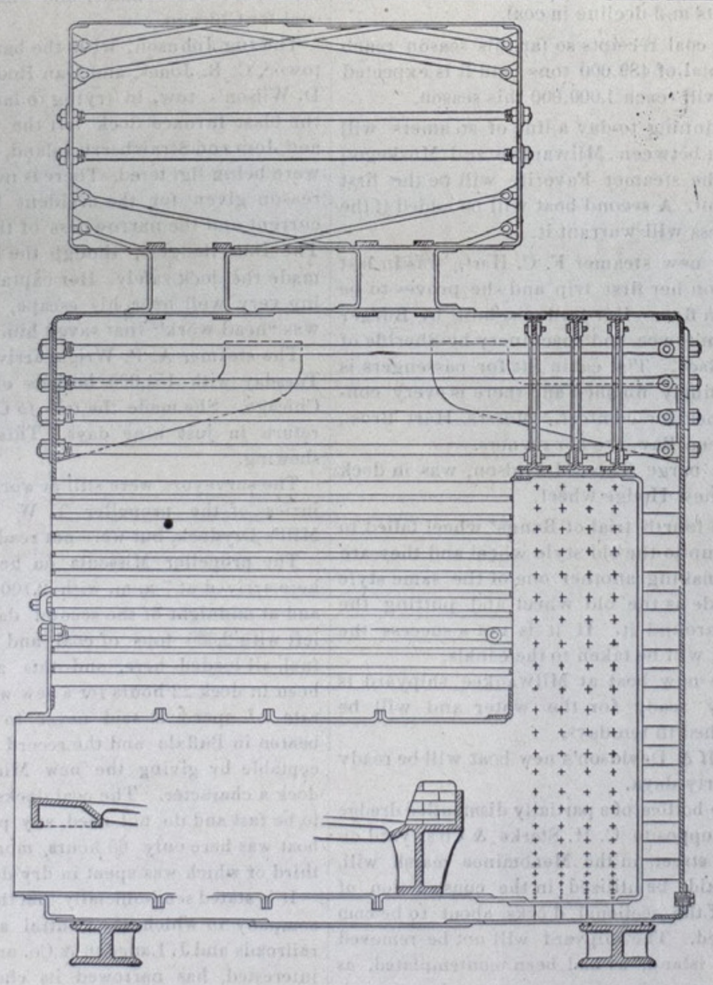

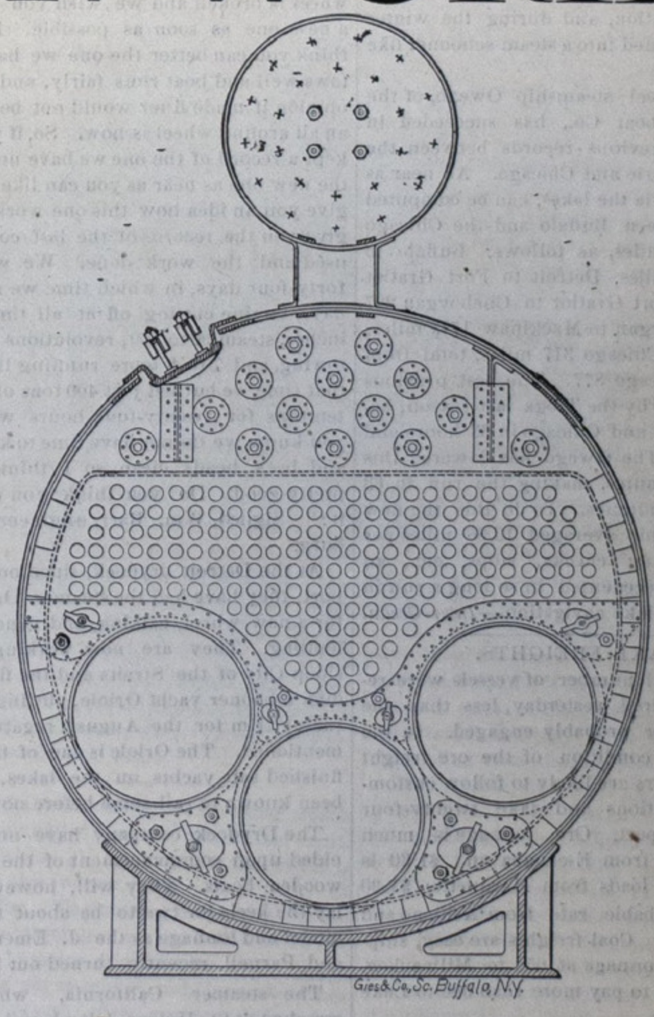

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 10, Toledo Ac'm via Sandusky	†11 05 A M	.....
No 10, Toledo Accom via Norwark	†11 05 A M	.....
No. 24, Buffalo Accommodation	.....	† 7 00 A M
No. 10, New York & Boston, "Flyer"	.....	*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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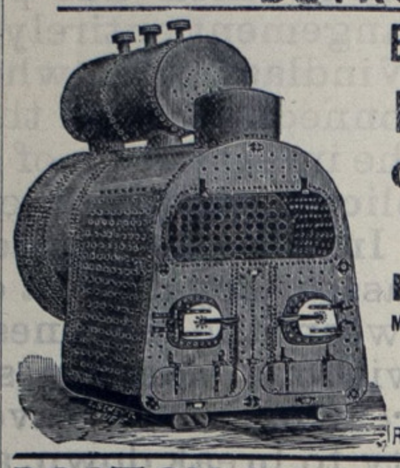

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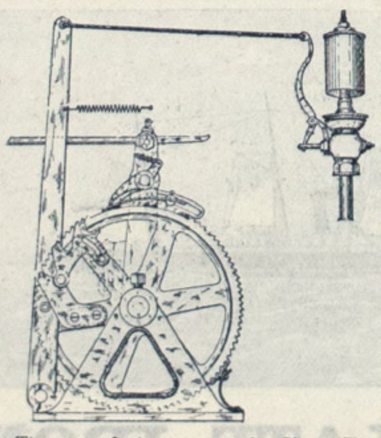

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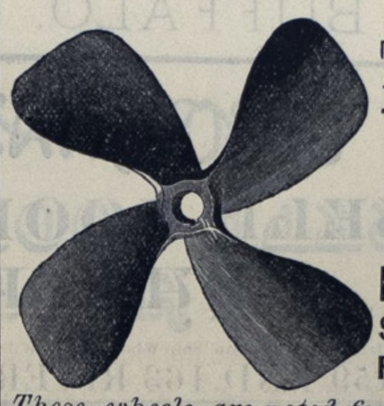

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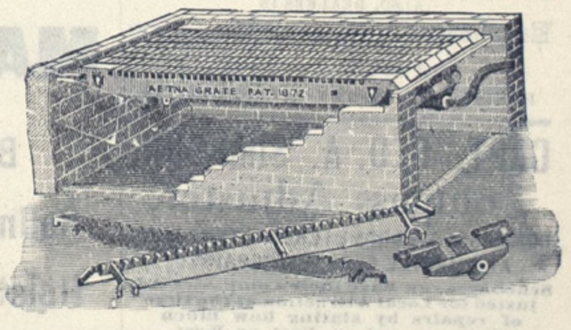

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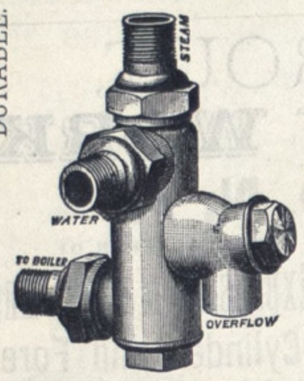

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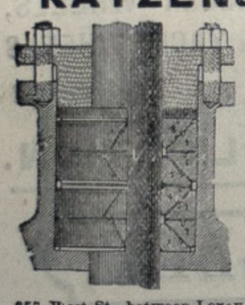

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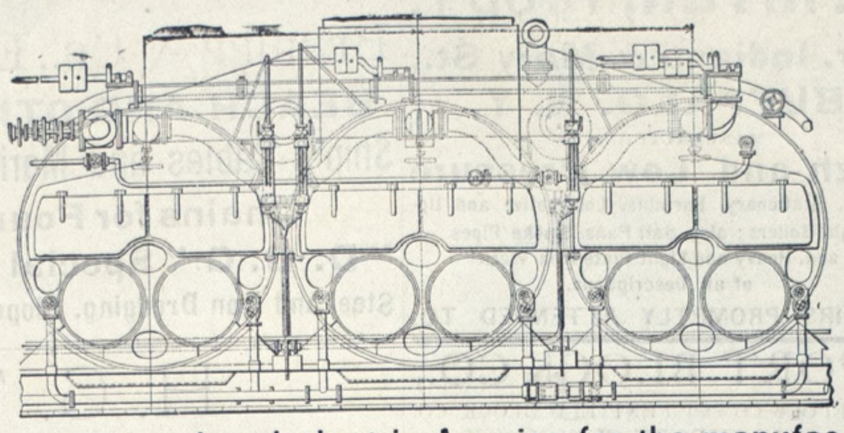

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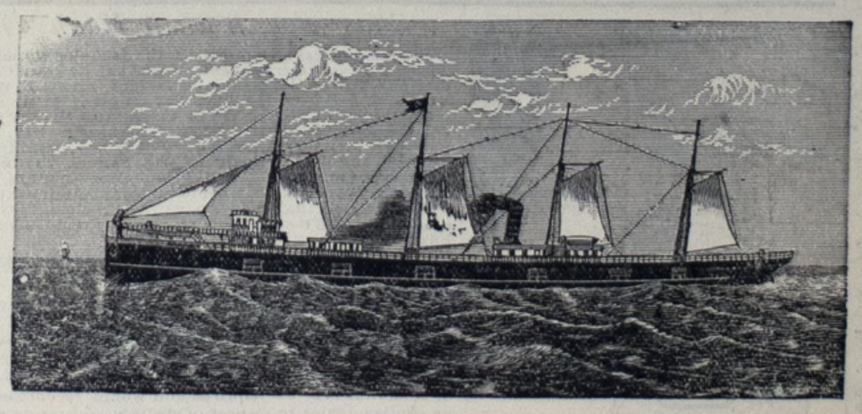

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